50,006—4-11-49.

GOVERNMENT OF MADRAS.

P.W. (1957) Department.

Endorsement

D.O.

Memorandum

Lodged

No. 500 A/57-1

Dated 8. 2. 1957.

Closed
8/2 PW
12/2/57

FURTHER PAPERS.

Department.	Number.	Series.	Date.

H.M.(P.W.)
May be considered favourably and 27.1
H.M.(Agri.)

Ref.A2-1721-51.

S.Kanara District Board Office
Mangalore, dated 22-1-1951.

Sri.B.Manjayya Hegde, B.A.,B.L.,
President, D.t.Board, South Kanara.

The Secretary to Government,
Public Works Department,
Fort St.George, Madras.

Sir,

BRIDGES- Construction of Bridge over the Swarnanadhi in Puttige- Government requested not to drop the proposal

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It is learnt that the work of constructing a bridge over the Swarna Nadhi at mile 9/4 of the -- Hiriadka-Hebri road which has been sanctioned by the Government for being executed in the current year is proposed to be deferred for want of funds. If this is true I wish to state that the Government would be doing injustice to the people of the district and give a set back to the improvement of the communication system of the district - particularly in the Malnad region where the people have been suffering age-long for want of road facilities to transport their agricultural produce to marketing centres.

2. The Government are well aware that the proposal to put up a bridge over the Swarnanadi is not a new one. This is a work which the Government of India had sanctioned as far back as 1940 in their orders No. R-3 dated the 19th March 1940 and had proposed to be financed from the Road development Fund. In their orders No. 38 L.A., dated 5-1-1940, the Government of Madras had directed this District Board to arrange for the starting of the work with the least possible delay. An estimate for Rs. 77,000 for the construction of the bridge was got prepared and sanctioned and the tenders were called in February 1941. The employment of the necessary technical staff was also sanctioned by the Government in their orders No. Rs. 1076 dated 21-4-1941. When everything was ready for the commencement of the work, the War broke out and the Government acting on the advice of the Board of Communications issued -- directions in their memorandum No. 808-4-F.44 L.A., dated 5-4-1944, not to start the work and that in view of the shortage of cement and steel, the work should be postponed.

3. Hiriadka-Hebri Road which connects Udipi-Malpe on one side and the Someshwar-Sitanadi-Karkal road on the other runs through the Malnad region in the north-western part of the district where the entire area remains undeveloped for want of all weather roads opening up interior villages. The Hiriadka-Hebri road is now cut by the Swarnanadhi which being unfordable cuts off the Malpe-Udipi-Hebri road from the direct route to Mysore frontier through Someshwar. The only all-weather road from the Malpe port to Mysore that now serves the public is through Hiriadka, Karkal, -- Sitanadi and Someshwar - a distance of about 50 miles. When the Swarnanadhi is bridged, the Hiriadka-Hebri-Road will link the Someshwar Sitanadi Road with --

p.t.o

the Malpe-Udipi road and give the shortest all weather road to Mysore - a distance of about 28 miles. Trade and traffic from the places North of Mangalore and south of Udipi will have a direct and shortest route to Mysore. This road passes through some of the interior agricultural centres of the district which have today no direct communication with the marketing centres round about Udipi and Malpe. It is for this reason that the Government of India had found it necessary to sanction the work from the Road Development Fund. I also understand that the electric energy which this district will be getting from the Jog Falls will pass through this route which is the shortest to reach Udipi.

4. I need hardly point out to the Government how this district has been suffering in the past for want of bridges and causeways over rivers and streams which cut across the tableland of the district between the Western Ghats and the Arabian Sea making the transport conditions both difficult & hazardous particularly in the monsoon months of the year. One of the causes which have contributed to the shortage of food in the district is the absence of all weather roads which facilitate the movement of food grains cheaply and quickly from the interior villages which today are left isolated from the urban centres on account of the rivers & streams - the natural obstacles to the Grow More Food campaign launched by the Government. With an annual rainfall of about 200 inches and fertile valleys bordering the sea, it should be possible to make this district a surplus district if only these obstacles are surmounted by bridges thereby making the communications easy and constant.

5. When the crying need of this district is a net work of all-weather roads for the development of this district, any proposal to drop sanctioned schemes for road development is a retrograde step to the economic progress of the district. The foremost handicap to increased output in both agricultural and industrial fields in this district is the lack of rural roads - communications and consequent in accessibility of cultivable lands. On behalf of this district Kotra I earnestly request the Government to give immediate effect to the proposal of constructing the bridge and order its execution so that through traffic may be opened on this highway by the end of 1951.

I hope the Government will give their earnest attention to this representation and see that the proposal already launched by the Government is not shelved merely on financial grounds, when the State Government have a duty to discharge to the people of the district in the matter of communications which are both inadequate and poor.

Yours faithfully,

Hys/21-1 President.

Copy to Hon'ble Sri A.B.Shetty, M.L.A.,
Minister for Agriculture, Ft.George, Madras

P.W.D.(A)

Memo No. 500-A/51- 1 dated 8.2.57

Sub: Communications - South Kanara District - Bridge over the Swarnanadhi at Puttige in Malpe Hebri Agumbe Shimoga road - Construction.

Ref: From P.D.B., South Kanara letter No.A.2-1821-51 dated 22-1-1951.

The President, District Board, South Kanara, is informed that there is no proposal to defer the bridge work at Puttige as reported in his letter read above. The tender for the work has just been approved by the Government. The Chief Engineer(Highways) will be making necessary arrangements to commence the work expeditiously.

To
the President, District
Board, South Kanara.
Copy to
the C.E.(Highways)
with pp.1-3 c.f.
in original

CMo. 500 A 51

P.W.

Communications - South Kanara District - Bridge over the Swarnanadhi at Puttigee at M.9/4 of Heriadka Herbri Road - Construction.

Ref: From the P.D.B. South Kanara District letter No. A.2.1721/51 dated 22-1-1951.

Extract of minutes of H.M.(Agri) at p.5 c.f.

"H.M.(P.W)

"May be considered favourably"

A.B.S/27-1-51.

Extract of minutes of H.M.(P.W) on p.5 c.f.

"Secy., P.W.

May be examined".

M.B./27-1-51.

In the letter at pp. 1-3 c.f, the P.D.B. South Kanara has stated that it is learnt that work of constructing a bridge over the Swarnanadhi at Puttigi at M.9/4 of the Malpe Hebri Agumbe Shimoga road already sanctioned for being executed in the current year, is proposed to be deferred for want of funds and has requested that the work may not be deferred and that the Government may order its execution so that through traffic may be opened on the road by the end of 1951. The work referred to was sanctioned in G.O.No.1510 P.W. dated 28-4-49 at an estimated cost of Rs. 4 lakhs. (The mileage ~~of the bridge~~ as given in the G.O. is 9/6 and not 9/4 as given in the P.D.B's letter). The C.E.(H) has submitted proposals for the acceptance of the tender for the work. It has been decided in circulation to H.Ms(P.W) and (Finance) to approve the recommendation of the C.E.(H) to accept the lowest tender of M/s P.Ramaswami & Co. Coimbatore for the work and orders have accordingly been issued in G.O. Ms.486 P.W. dated 3-2-51. There is a provision of Rs.5000 for the work in the R.E. for 1950-1 and Rs.40,000 in the B.E. for 1951-2. From the above, it will be seen that there is no proposal for deferring work. The position may be explained to

500-A/51

th Kanera. A draft memo is submitted.

The case may be circulated to H.M.(P.W) and H.M.(Agr) with reference to their minutes extracted at p.1 ante.

5.2.51 5/2/51 5/2/51 M.B. 5251

Hon.(P.W.) M.B. 8.2

Hon.(Agri.) 8/2

[Issued as Memo No. 500-A/50-1 dt. 8.2.51]